

Ward 6 Staff



Steve Kozachik



Ann Charles



Diana Amado



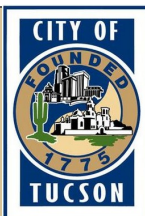
Amy Stabler



Alison Miller



Caroline Lee



Ward 6 Newsletter

Tucson First

May 2, 2016

In this issue...

Film at the Loft—Under the Gun	1
Elections	2
Budget Public Hearing	2
Centurions	6
F35 and Budget	6
51 Homes	9
Lt. Col. Matt Dabkowski	9
World View	9
Hockey in Tucson	10
Tucson Greyhound Park	11
Local First Arizona	12
Himmel Park Beautification Project	13
Events	15

This week I can announce the addition of Congressman Ron Barber to the movie we'll be presenting next Monday evening at the Loft. Please mark your calendar for this free screening. Some of the filming took place here in Tucson, and the topic undeniably generates meaningful public discussion.

UNDER THE GUN

IN THE GUN DEBATE, TRUTH IS THE ULTIMATE WEAPON



EXECUTIVE PRODUCED & NARRATED BY
KATIE COURIC

ePIX

MOMS DEMAND ACTION
ARIZONA & EPIX

INVITE YOU TO ATTEND
AN ADVANCE SCREENING OF

UNDER THE GUN

IN THE GUN DEBATE, TRUTH IS THE ULTIMATE WEAPON

MONDAY, MAY 9 | 7:30 PM

THE LOFT CINEMA
3233 EAST SPEEDWAY BLVD
TUCSON, AZ

FOLLOWED BY POST-SCREENING
DISCUSSION ON GUN VIOLENCE PREVENTION
HOSTED BY

MOMS
DEMAND
ACTION
FOR GUN SENSE IN AMERICA

RSVP [HTTP://BIT.LY/UNDERTHEGUNTUCSON](http://bit.ly/undertheguntucson)



Important Phone Numbers

**Tucson Police
Department**
911 or nonemergency
791-4444

Water Issues
791-3242/800-598-9449
Emergency: 791-4133

Street Maintenance
791-3154

Graffiti Removal
792-2489

**Abandoned
Shopping Carts**
791-3171

**Neighborhood
Resources**
837-5013

SunTran/SunLink
792-9222
TDD: 628-1565

**Environmental
Services**
791-3171

Park Wise
791-5071

**Planning and
Development
Services** 791-5550

**Pima Animal Care
Center**
724-5900

**Pima County Vector
Control**
Cockroach: 443-6501
Mosquito: 243-7999

Continued: A Message From Steve

Ron and I will introduce the film, and afterward you'll hear some brief words on upcoming Wear Orange Day activities and how you can join this nationwide expression of the need for rational gun safety measures.

Elections

I've shared in past newsletters about the lawsuit filed against how we run our elections for M&C. At its core, the suit said we disenfranchise certain 'classes' of people by choosing candidates from wards, but allowing everyone in the city to participate in electing them to office. The 'class' that filed suit was the Republican party.

Initially, we won at the state level. On appeal to the 9th circuit, a three judge panel said our system was unconstitutional. We appealed that decision and last week learned the full 9th circuit will hear the case. That will occur sometime in June.

While the court was deciding whether or not to rehear our case, we had a citizen charter review committee looking at our governance process. They unanimously recommended that we ask the voters to consider some version of ward-only elections in November. On Tuesday, we'll hold a public hearing to gather your thoughts on that matter. Based on that input, and that which we've already heard from the charter review committee, we'll decide whether or not to put anything on the ballot, and if we do, what it will be.

The court will likely take into the summer to make its decision on the constitutionality of our process. I believe they will decide in our favor for two reasons. First, other jurisdictions throughout the 9th circuit use the same or similar systems. While ours is unique in Arizona, it's not uncommon in other areas. Secondly, political parties are not 'protected classes' as normally defined in law. However, the timing of their decision is an issue. We need to know the how to hold our elections next year. We have the option to hold a special election early next year if the court rules against us – or we could just let the voters decide the issue this fall and not wait on the court.

If the voters say to retain our present system and the court says it's illegal, we'll need to take an alternate process to the ballot at some point anyway. Either way, our decision will be a roll of the dice, pending the ruling from the 9th circuit.

Come out tomorrow night and let us hear your perspective.

Budget Public Hearing

We'll also hold a public hearing on the proposed budget tomorrow night. I've shared a ton on the budget in previous newsletters. Tomorrow evening is your chance to let us know your perspective on the plan.

The goal is to get ourselves to an operationally structured budget this fiscal year, and to work toward the same goal for capital needs in the coming years. Those unmet capital needs are considerable, and they're not going away. As is the case with our homes, major capital expenses aren't always items we can pay for out of operating cash, so we'll also want to hear from you on charter changes that may relate to financing options.

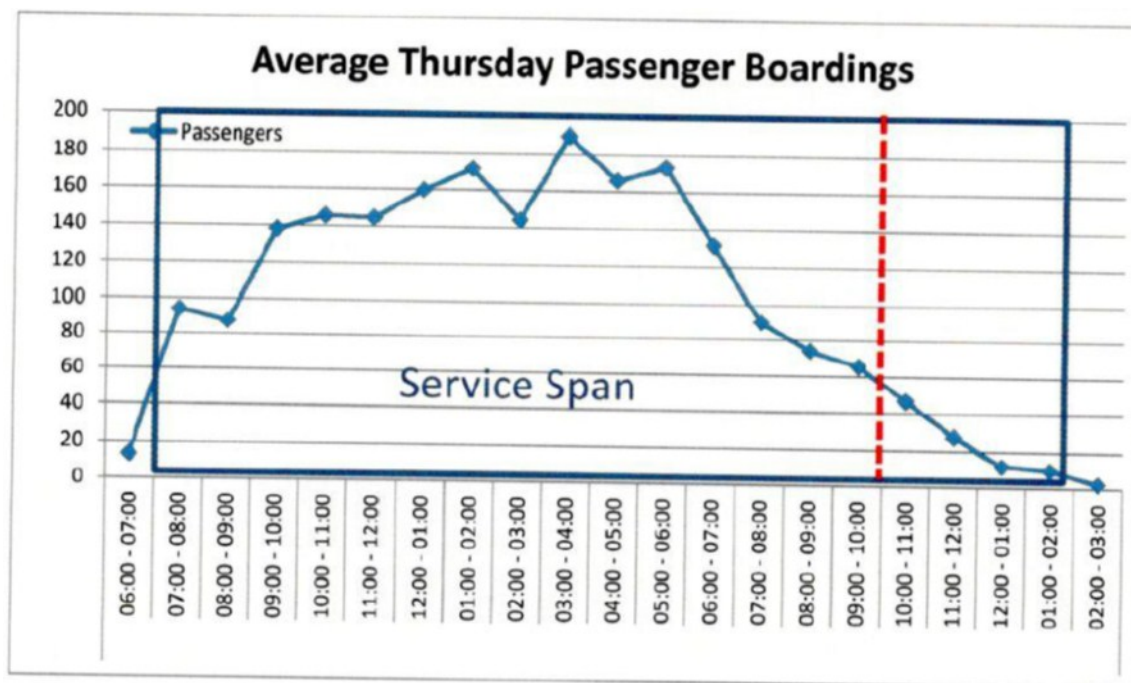
As I've mentioned before, this year's budget proposes some changes to our transit system. That includes Sun Tran, Sun Van, and the streetcar. Some of the ideas require resuming

our Title VI public outreach process, and others don't.



We can implement the proposed changes to the streetcar legislatively. They could probably be implemented administratively, but staff is working with us to jointly make the changes. They amount to reducing late night service on Thursdays, Fridays and Saturdays. The changes will save the general fund just under \$150K annually. They're scheduled to go into effect on Thursday, June 2nd.

On Thursdays, we're planning to stop service at 10:00 pm, instead of the current 2:00 am time. Here's a chart that shows the ridership driving the change:



On Fridays and Saturdays, we'll end service at midnight instead of 2:00 am. Here are the ridership charts that show the basis for that decision:



Important Phone Numbers

Senator John McCain (R)
520-670-6334

Senator Jeff Flake (R)
520-575-8633

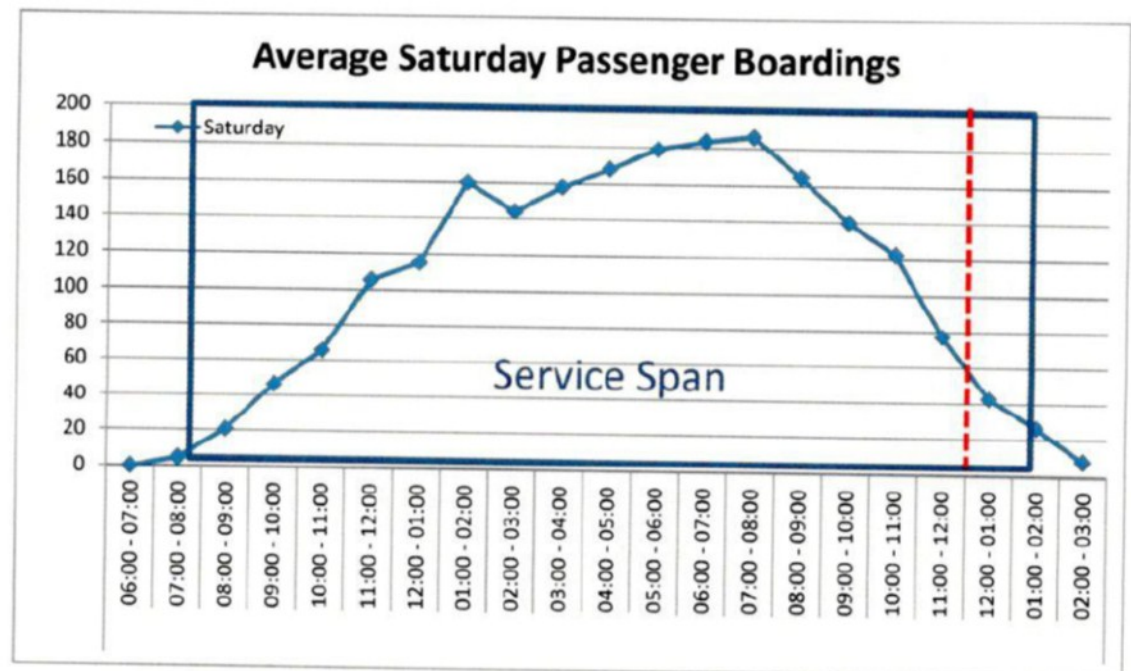
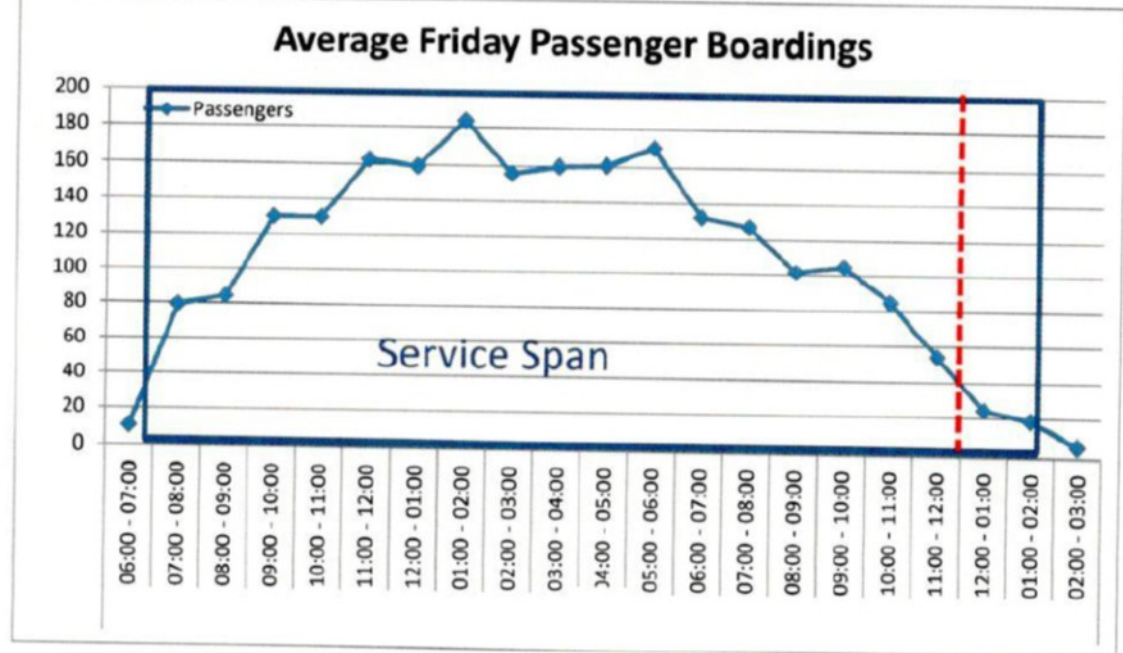
Congresswoman Martha McSally (R)
(2nd District)
(202) 225-2542
Tucson Office: 520-881-3588

Congressman Raul Grijalva (D)
(3rd District)
520-622-6788

Governor Doug Ducey (R)
602-542-4331
Tucson office: 520-628-6580

Mayor Jonathan Rothschild
520-791-4201

ZoomTucson Map
<http://maps.tucsonaz.gov/zoomTucson/>



When the streetcar initially went into service, staff proposed these shorter hours. But all of us on M&C said we needed to keep the system running until the bars closed. As it turns out, we overestimated that late night ridership, and staff was right. Still, it was probably worth having taken the chance on the new system to at least have the data to back up our decision to shorten the hours of operation now.

Staff also proposes the elimination of paper transfer slips, instead making single rides good for two hour blocks. That will save the general fund about a quarter million annually. It's also one of the changes we can implement without any further public process.

Changes to service and fares will require Title VI outreach. A few things will be on the table:

- a) For Sun Van, staff has proposed changes to our “optional ADA service” – that is, service that we provide above and beyond what’s federally mandated. The price of those trips would increase by \$2 per ride in FY’17 and by \$4 per ride in FY’18. Currently, the cost of providing those rides is just north of \$25 per way. The projected savings to the general fund for these changes are \$258K in FY’17 and \$500K in FY’18.
- b) For Sun Tran, staff proposed increasing the base and economy fares by a dime in FY’17 and by 15 cents in FY’18. The projected revenue to the general fund for these changes would be \$433K in FY’17 and \$1.5M in FY’18.

Last budget cycle we approved some route changes. They were put on hold due to last summer’s strike. The changes were intended to support the notion of a ‘frequent transit network,’ as described in the Jarrett Walker presentations. The changes include:

- a) Merge Route 9 (Grant Rd.) with Route 20 (west Grant Rd.)
- b) Increase the frequency on the north/south Route 6 (Euclid/1st Ave.) and Route 15 (Campbell) to 15 minutes from 6:00 am until 6:00 pm.
- c) Decrease the peak frequency from 15 minutes to 30 minutes on Route 27 (Midvale Park).
- d) Extend Route 7 (22nd St.) and Route 17 (Country Club/29th St.) to the Broadway and Houghton Park and Ride. The RTA will fund these extensions.

There are several ways you can comment on these proposed changes. Share your thoughts by email at suntraninfo@tucsonaz.gov or by phone at 792.9222 until June 17th. There will also be several public meetings you can attend. They begin this week. Here’s the schedule:

- Tuesday, May 3rd – 11:30 am until 1:00 pm at the Main Library downtown. Also from 5:30 pm until 7:00 pm at the El Rio Neighborhood Center (1390 W. Speedway)
- Wednesday, May 4th – 10:00 am until 11:30 am at the Woods Library (3455 N. 1st Ave)
- Thursday, May 5th – 5:00 pm until 6:30 pm at the Clements Center out east (8155 E. Poinciana)
- Tuesday, May 10th – noon until 1:30 pm in the UA Student Union, Tubac Room, and 5:30 until 7:00 pm at the Wilmot Library (530 N. Wilmot)
- Thursday, May 12th – noon until 1:30 pm at the El Pueblo Activity Center (101 W. Irvington)
- Tuesday, May 17th – 5:30 until 7:00 pm at the Wellness Center/Azul Room (5305 W. Calle Torim)

That’s a lot of ways to make your thoughts known. We’ll have a study session to review all of the input on August 9th, followed by a public hearing that night. Any of the changes we finally implement will go into effect on August 31st.

- I’ll wrap up with a few highlights for tomorrow’s public hearing:

- The zoo proposal is the \$1.50 fee increase, which lets them keep their contracted custodial and \$150K for capital improvements. The general fund gets the balance.
- Police will get \$2M for vehicles from the sale of land – a one-time source to fund a one-time need.
- The general fund will absorb the full 1.9% increase in health benefit premium costs, but it'll be a wash due to retirements citywide.
- We'll build our contingency from the current \$250K by an additional \$1M for emergencies. This is still too small for an organization our size, but it's a significant improvement.
- We'll build in the ability to give city workers a one-time lump sum distribution if we hit certain financial targets.
- We either renegotiate our agreement with Visit Tucson so the city gets an additional \$650K from new revenues, or we increase the Bed Tax surcharge by \$2, all of which would go to the general fund. I do not support renegotiating and reducing the Visit Tucson funding. I do support the Bed Tax surcharge increase.
- The public utility tax will increase by a half percent, generating \$2.9M for the general fund.

This has been a very collaborative effort. We'll take your input and put a bow on this later in the spring. I think we all deserve credit for getting to this point after having begun looking at a \$43M deficit. With the public safety pension issues looming, there's more work to be done next fiscal year, but this is a very good start.

Centurions

Streetcar related, and kudos to the Centurions for this. On Saturday, May 7th from 5:00 pm until midnight, you'll be invited to ride the streetcar for free. The sponsorship coincides with the Centurions Great Comic Con Caper fundraising event that'll take place over at the western terminus of the streetcar line.

A little about the Centurions – they've been around for over four decades as a non-profit supporting a wide variety of local needs. Those include health care needs of all sorts, young kid and infant needs, and this year their event will help fund the work of Big Brothers/Big Sisters. They have dozens of corporate sponsors, each of which is invested in the Tucson community. And I'd like to highlight recently-retired TPD Captain Mike Gillooly, who's a Centurion board member. It's great to see our own workers giving back to the region outside of their on-the-clock contributions to the city.

You can get involved with this event by checking out the Centurions at <https://www.thecenturions.com/>.

F35 and Budget

Based on comments made last week by Senator McCain, the city is not alone in dealing with budget issues. Last year when I raised concerns over the cost overruns associated with the F35 Joint Strike Fighter, there was some pushback that I shouldn't be critical of the program because it may hurt DM's chances of landing the mission. To those who wrote,

please forward those messages onto the good Senator.



Add to that Representative McSally's call for a "fly-off" between the F35 and A10 to see which actually provides troops on the ground with effective close air support. They could sell tickets to that – new age vs. the old timer. McSally worked to secure full funding for the A10 in the FY'17 National Defense Authorization Act (NDAA) and included language that mandates this fly-off. There's no mention of who the pilots would be – maybe a retiree vs. a current young gun? There's precedent in the tennis world. McSally wants to demonstrate "that we need a tested, proven replacement to be operational before any A10s can be retired." I'd add it's also about the A10s search and rescue capability, a mission the F35 is not designed to accomplish.



Photo By: Lance Cpl. Levi Schultz

Last week, McCain (joined me?) in calling the \$400B cost for the projected 2,500 F35s "a scandal," "a tragedy," and "disgraceful." Of course, he's right. And the program continues to build up costs due to design challenges. Here are a few that were reported earlier this spring by the Center for Defense Information. Their opening comments were:

The Director of Operational Test and Evaluation (DOT&E) recently released a scathing assessment of the F-35 program as part of his annual report. Buried inside 48 pages of highly technical language is a gripping story of mismanagement, delayed tests, serious safety issues, a software nightmare, and maintenance problems crippling half the fleet at any given time.

For example, they reported on "un-commanded 'wing drop.'" It's a flaw in the aircraft's aerodynamics that under heavy maneuvering loads which the plane is supposed to be able to do results in the aircraft making sudden un-commanded movements in the air. They also call it 'buffeting' – an intense shaking during certain fighting maneuvers. It'll be interesting to see if the A10 can take advantage of that during the fly-off.

The F35 still can't taxi or take off when there's lightening in the area. The problem is that excess pressure can build up in the 'siphon tank' which is supposed to balance the fuel used by the main tanks. The concern is the pressure may possibly cause a lightning-induced fire

and explosion. Still working on it.

The F35 has over 8 million lines of onboard software code. Last year they had issues with the 24 million lines of computer code on the ground that runs the maintenance and logistics program called the Autonomic Logistics Information System (ALIS.) The DOT&E report called the issues between the two systems a ‘terrifying bug list.’ For example, the software can’t tell the difference between good parts and broken ones, the result being authorization of inappropriate replacement parts. Likely a part of the costs McCain is concerned with.

During 2015, just under 20% of all F35’s were in service, the rest undergoing major overhauls. Of those that remained, the report says ‘only half were available to fly all missions of even a limited capability set.’ But that was an improvement over the “37% availability” reported in the last two DOT&E annual reports. The test aircraft up at Edwards AFB were only able to fly once every 5 days. At Luke, they averaged 1 flight every 5 days. Operation Steel Knight is an annual event the Marines use for training. Even with 6 months notice, maintenance crews had planes able to fly once every 3 days. McSally might win the fly-off by default if they can’t get a flight ready F35 off the ground on the day of the event.

Add to this issues it has with it opening its weapons doors to fire at speeds slower than what it’s spec’d to fly due to concerns over structural vibrations. Also continuing issues with the helmets the pilots are supposed to wear, and several more listed in the annual report, and this project 20 years in the making. It’s clear why Senator McCain is railing against the costs and on-going problems.

The city funded a report last year by Barry Blechman. I reported on some of its results, and the Star did a 4 day report on his conclusions. One was that if we’re going to be successful in preserving DM as the very important community asset that it is, we cannot focus on a single mission; in this case, the F35. Credit McSally for her work in keeping the A10 up and flying, and funded. We also have important missions out at the base such as the Air Operations Center, unmanned missions where DM would host mission control elements (MCE) where Tucson would be home to several squadrons of MCE’s. There’s search and rescue, and the ever-important boneyard.



Continuing the ‘throw-back’ theme, yes, we need to keep DM from closure. And we need to come together as a community in support of the many missions that both make sense for the base – many of which are already there, and simply need to be expanded and extended – and not put our eggs all in a basket that continues to have financial, legal and operational issues.

...also in support of DM and our Servicemen and Servicewomen

Advocating for the right missions, and getting them here in a timely manner is just one area in which we've shown our support for DM, and more broadly for our veteran community. I want to share a couple more examples that haven't received the notice they should.

51 Homes

In 2011, we joined with the VA and the Community Partnership of Arizona in working with the local agencies committed to addressing homelessness to provide funding for housing aimed at our homeless veterans. Our Housing and Community Development department received significant donations from the private sector that came in the form of furniture, kitchen and bathroom items, linens and personal hygiene items. This initiative has touched the lives of well over 200 local veterans. And our local Continuum of Care agencies are pledged to provide 51 homes for our most vulnerable chronically homeless veterans in Tucson. You can check out and get involved with this work at www.51homes.net.



Another example of a veteran-related story that hasn't gotten the ink it deserves is this guy. He's **Lieutenant Colonel Matt Dabkowski**. He's just finishing his doctorate in systems and industrial engineering at the UA. And he just received a prestigious 3 year fellowship, the Omar N. Bradley Officer Research Fellowship in mathematics. He's now headed off to the U.S. Military

Academy to serve as an Academy Professor in the Department of Systems Engineering. A part of his work has been in cost estimation and network science. Perhaps Senator McCain should connect with Matt and get some help bringing the F35 costs under control. Whether that happens or not, Lt. Col. Dabkowski is a great local story that speaks to how we value and support our military community.



And on a related note, **World View** made a significant announcement last week that slid under the media radar screen. They announced what they're calling 'Stratollites.' These are 'above earth vehicles' that'll offer to both commercial and governmental clients the ability to operate in the stratosphere, flying all sorts of trajectories, including circumnavigating the earth and also hovering over a specific

location for applications such as providing cellular device signals, aiding first responders in their work after natural disasters, and supporting military troops with *affordable* and rapidly deployed communications platforms in remote locations. World View will be manufacturing them here in Tucson as a part of the upcoming plant being built out at the Sonoran Corridor.

I wanted to end this section with some specific examples of how I'm supportive of our veterans, services being provided to them, and to the work being done in the private sector to also support the military. That position is not inconsistent with speaking out in favor of missions that'll keep DM up and running, and joining our Congressional delegation in pointing

out where we may be chasing the wrong goals if we put all of our eggs in the F35 basket.

Hockey in Tucson



We'll hold an executive session on Tuesday to get briefed on the proposed move of the Springfield, Massachusetts Falcons to the TCC. They're the AHL affiliate of the Arizona Coyotes. The Coyotes play up in Glendale. I've shared previously that whatever contract we sign has got to make sense for the taxpayers of this community. It's a short term facilities use agreement, not signing on a permanent tenant.

For example – the Coyotes have their own checkered history up in Glendale. As a result of the team's bankruptcy status since 2009 (losing revenue every year,) the NHL planned to move them if they failed to cut a new lease agreement by July, 2013. On the last day to make the deal, the Glendale City Council voted 4-3 to approve a 15 year lease agreement with the ownership group we're dealing with (Renaissance Sports and Entertainment.) RS&E was to pay the NHL \$225M for the team. They're into this for some serious cash, so the Tucson taxpayers shouldn't be expected to take any downside risk if they want to play their minor league games at the TCC.

RS&E partnered with Global Spectrum in managing Gila River Arena. The Glendale City Council agreed to pay them \$15M per year in management fees, with the understanding that RS&E can jump ship after 5 years if it loses over \$50M. The City isn't making what it anticipated when it signed the deal.

Add to that a 2014 lawsuit filed by a Scottsdale public relations firm alleging the Coyotes had failed to make good on a sponsorship deal worth nearly \$250,000. The sides eventually settled when new ownership was brought in under a deal that had to be approved by the NHL.

After the 2015 season, when the team finished last in their Division, the Glendale City Council voted to terminate the 15 year \$225M deal. They eventually signed a new two-year deal – in place now, as we consider what we're going to do with the Falcons and the TCC.



Last week, in an effort to cut their losses, the City of Glendale took management of Gila River Arena away from the Arizona Coyotes and awarded it to AEG. That group owns the Los Angeles Kings hockey team. The Coyotes ownership said they're familiar with AEG and 'look forward to working with them' as they await the formal notice that they're no longer managing the arena. They also said they're 'committed to playing the 2016-17 NHL regular season at Gila River Arena.'

With so many moving parts, our deal with the Falcons has to be solidly in our favor.

Movement among AHL teams is commonplace. It's a 30 team league, and ahead of the 2016 season 7 of the franchises moved. To be totally fair, those moves are largely so the affiliate can be closer to their parent team. Adirondack moved to Stockton, California. They're the farm club of the Calgary Flames. Manchester moved to Ontario, California. They're the LA Kings affiliate. That's the nature of minor league hockey (minor league sports in general) and the move from Massachusetts to Tucson would be in keeping with that trend in the AHL. They're forming a Pacific Division, and the parent clubs want close access to their minor league players.

MassMutual Center



One other piece of this that's of concern to me is that while Rio is putting up just over \$3M to upgrade parts of the TCC, last year the City of Springfield did that for the team in their existing arena. They spent over \$3M on video board upgrades and improvements to the arena lighting system. Very similar to what we just did in McKale.

Less than a year later, the team is leaving. And that work is on the heels of a 2005 \$71M full facelift of the MassMutual Center. Rio has said the

team will have to make them whole if they leave before the end of our contract, but those contract terms are still being negotiated. It's those I'll be looking at very closely – because I know well the history of the Coyotes, the nature of the AHL and team relocations, and how arena renovations can be very client specific so what we do for this team needs to come with financial upsides for the City, TCC and SMG (our arena management firm.)

It's easy to write headlines that make decisions like this appear to have taken place in a relative vacuum of information. In this case, there's a big story to tell about the franchise giving us a deadline to make a decision, and Rio already having gotten out ahead of this with a public announcement that they're willing to invest \$3.2M of your money to lure the team. If the deal points make sense, I'll be happy to welcome this ownership group, and the team. If not, I'll be first to let you know how the deal was lacking.

Tucson Greyhound Park



Hounds and people alike will be affected by what happens out at TGP in the next couple of weeks. The kennel operators see the writing on the wall that the track is closing, and they're already sending dogs out to some of the rescue groups. In the next couple of weeks, there will be an increased number of dogs coming out of TGP – hopefully for adoption, and not headed towards research labs, breeding farms or being sold for hunting bait. It will

take close scrutiny to make sure the right things are done for the animals.

When governor Ducey signs the bill that ends live racing, technically the track is licensed until the end of the year, so racing could continue until then. But the track isn't obligated to run more than 100 dates, and they'll cross that mark in the last week of June. Kennels have decided to target that date and head out of Dodge, not waiting for the end of December. That's why we're already seeing dogs come out to some of the rescues.

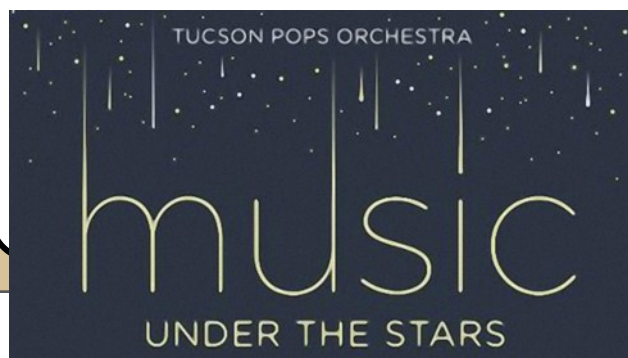
The Department of Racing has indicated to me that 'breeding farms' are an option. In fact, they're not when it comes to the TGP dogs. Breeding farms are 'good' for the fastest females nationwide – none of the dogs at TGP come close to qualifying for that distinction. Sending them to a farm is signing their death certificate, and nothing less.

Now is the time to get the local rescue agencies on the same page, working with out of state agencies to find homes for the dogs. There's some communication starting, but in the past some of these groups haven't played well together – and the Phoenix group Greyhound Pets of Arizona has been openly pro-racing. Who, and in what manner the state works with on assuring these animals find homes is going to be where the public, media and legitimate rescues will need to play a role.

You may also be hearing of the National Greyhound Association as a part of this work. The NGA is the nationwide registry for the racing industry. It's all about truth in labeling. Just because the word 'greyhound' appears in the name does not mean the group is working to find forever homes for the animals.

We know dogs are being sent to some local groups. And we know those groups will be overwhelmed by the numbers they'll see as June comes closer. That means out of state groups will need to be given the ability to take part in the legitimate adoption work. And that will require the involvement of the state Department of Racing people. There are lots of dots to connect before June. Last week I received this comment from the state: *from the state's standpoint, we will expect that kennel owners, trainers and the owners of TGP see to it that every dog is accounted for and dispersed in the proper manner.* Unfortunately, they went on to include farms as one 'proper' option.

Stay tuned on this one. Hopefully the local media grabs this and does its part in holding these public servants accountable as we count down to the end of live racing out at TGP.



This week's Local Tucson feature's this springs Tucson Pops Orchestra concerts. I remember when old friend Dave Sitton used to be the driving force behind these events. Now, through the hard work of their current Board,

they're going to present 4 concerts to the community at the DeMeester outdoor amphitheater in Reid Park. In the past they've had well over 7,000 people attend, so get there early, and stake your claim to a chunk of ground.

Each of the shows will start at 7pm. They'll be offered starting next Sunday, and running each of the following 3 Sunday's in May. We'll be offering free shuttle rides from the Randolph Golf Course Parking lot over at 600 S. Alvernon. The shuttles will run from 5pm until 10pm.

If you'd like more information on each of the shows, go to info@tucsonpops.org, or give them a call at 722.5853.

Himmel Park Beautification Project



sam hughes neighborhood association

If you've ever used the Himmel Park library – or the park – here's your chance to help out with the beautification project that has long been in the planning stages. If you've followed this newsletter for the past few years, you may recall that we began tracking this project back when multiple project proposals were unveiled one evening over at the library. Those were refined and combined – and now the actual work is taking place.

On Saturday, May 21st you can volunteer some labor as they install new artistic benches, bike racks and do some work in the xeriscaped area where we'll eventually have shade trees and shrubs. Thanks to the Parks department and Northwest Landscaping for having done all the prep work.

The morning work will take place from 8am until whenever they're done. Blake's Lotaburger – a new resident in the area – will provide breakfast burritos and other goodies. The Sam Hughes folks will provide plenty of water.

Bring gloves, shovels, rakes – whatever you use for your own landscaping work. And be sure to mark them in some way so you leave with what you bring. They're trying to plan on how many people are coming, so it'd be helpful if you'd RSVP to lguar@aol.com.

Sincerely,

Steve Kozachik
Council Member, Ward 6

Events and Entertainment

Reinvestment Tools Public Meeting

Wednesday, May 11, 2016 | 4:30 pm – 6:30 pm

Sentinel Building, 320 Commerce Park Loop

You are invited to a public meeting with the Planning and Development Services Department to learn about and comment on three tools designed to encourage reinvestment in our community: (1) expand use of the Planned Area Development (PAD) rezoning tool, (2) establish an administrative process for Major Streets & Routes (MS&R) setback relief, and (3) allow for optional concurrent Plan Amendment and Rezoning applications. www.tucsonaz.gov/pdsd/projects/reinvestment_tools_No_1

Friday Night Live: Jazz Summer Concert Series

Alternating Fridays through August 26, 2016 | 7 pm

Geronimo Plaza Courtyard, 814 E University Blvd

Presented by Main Gate Square and Jonas Hunter Productions, the free Friday Night Live! performances, coupled with delicious food from nearby local restaurants, provide a cool way to spend the summer evenings on alternating Fridays. On May 6th, enjoy music from Reno Del Mar, a Latin Acoustic Trio. Free parking at the Tyndall garage after 5 pm with merchant validation. www.maingatesquare.com/jazz-concert-schedule

Social Security Benefits Planning Class

Thursday, May 12, 2016 | 12 pm – 1 pm

Joel D Valdez Main Library, 101 N Stone Ave, Lower Level

This free class will be given by Jack Burns, Public Affairs Specialist from the Social Security Administration. It will answer such questions as: What are the requirements to receive benefits? What are some of the different filing options I have? Can I work and get benefits at the same time? How is my benefit calculated? A two-hour parking validation will be provided for those who park in the garage directly below the library. [Click here](#) to register online, or call 520-791-4010.

Ongoing

UA Mineral Museum, 1601 E University Blvd | www.uamineralmuseum.org

Jewish History Museum, 564 S Stone Ave | www.jewishhistorymuseum.org

Fox Theatre, 17 W Congress St | www.FoxTucsonTheatre.org

Hotel Congress, 311 E Congress St | hotelcongress.com

Loft Cinema, 3233 E Speedway Blvd | www.loftcinema.com

Rialto Theatre, 318 E Congress St | www.rialtotheatre.com

Arizona State Museum, 1013 E University Blvd | www.statemuseum.arizona.edu

Arizona Theater Company, 330 S Scott Ave | www.arizonatheatre.org

The Rogue Theatre, The Historic Y, 300 E University Blvd | www.theroguetheatre.org

Tucson Museum of Art, 140 N Main Ave | www.TucsonMusuemofArt.org

January 16 – June 3, 2016: *“Waterflow: Under the Colorado River”*

Tucson Convention Center, 260 S Church St | tucsonconventioncenter.com

Meet Me at Maynards, 311 E Congress St | www.MeetMeatMaynards.com

A social walk/run through the Downtown area. Every Monday, rain or shine, holidays too!
Check-in begins at 5:15pm.

Mission Garden, 929 W Mission Ln | www.tucsonbirthplace.org

A living agricultural museum and ethnobotanical garden at the site of Tucson's Birthplace (the foot of "A-Mountain"). A non-profit educational organization demonstrating the region's rich agricultural history by growing the heritage crops that represent the more than 4000 years of cultivation in the Tucson Basin. Open Saturdays: April through November 8 am to 12 pm and December through March 10 am to 2 pm. For guided tours call 520-777-9270.

Children's Museum Tucson, 200 S 6th Ave | www.childrensmuseumtucson.org

Tuesday - Friday: 9:00am - 5:00pm; Saturday & Sunday: 10:00am - 5:00pm

Tucson Botanical Gardens, 2150 N Alvernon Way | www.tucsonbotanical.org

October 1, 2015 – May 31, 2016: *“Butterfly Magic” Exhibit*

Southern Arizona Transportation Museum, 414 N Toole Ave |

www.tucsonhistoricdepot.org